

# TWO BELLS



VOL. 23  
SEPT. 1942  
NO. 7





**DIVISION SCRIBES**  
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VOLUME 23

SEPTEMBER, 1942

NUMBER 8

## EMPLOYEES CALLED FOR MILITARY SERVICE

### MONTH OF AUGUST

Name	Occupation	Name	Occupation
Covington, Joe W. . . . .	Mechanic—Garage	Ashley,	
Kissick, Richard K. . . . .	Steno—Mot. Coach Div.	Preston E. . . . .	Relief Switchman—Div. 1
Acres, Robert W. . . . .	Opr.—Mot. Coach Div.	McNeil, Clyde F., Jr. . . . .	Mechanic—Garage
McInally, Milton B. . . . .	Foreman—Garage	Palmer, Harold W. . . . .	Opr.—Mot. Coach Div.
Anderson, Clarence E. . . . .	Mot.—Div. 5	Pontious, Daniel G. . . . .	Opr.—Mot. Coach Div.
Williams, Grant C. . . . .	Mot.—Div. 5	Woodford, Ellis R. . . . .	Opr.—Mot. Coach Div.
Beckett, Robert E. . . . .	Mot.—Div. 4	Hodge, Randolph S. . . . .	Opr.—L.A.M.C. Lines
Christiansen, Wiggo . . . . .	Con.—Div. 5	Dodge, Weston R. . . . .	Opr.—L.A.M.C. Lines
Norbuts, George L. . . . .	Opr.—Mot. Coach Div.	Barry, Robert W. . . . .	Opr.—L.A.M.C. Lines
Perlman, Robert . . . . .	Opr.—Mot. Coach Div.	Wiley, Lauren	
Hargrove, George W. . . . .	Con.—Div. 1	W. . . . .	3rd Class Mechanic, L.A.M.C. Lines
Whizar, Otis R. . . . .	Car Cleaner—Div. 5	Fawcett,	
Carter, Robert A. . . . .	Opr.—Mot. Coach Div.	Raymond C. . . . .	Opr., L.A.M.C. Lines
Bill, Harold L. . . . .	Opr.—Motor Coach Div.	Collins,	
Work, Herman M. . . . .	Appr. Mech.—Div. 3	Sheridan A. . . . .	Opr., L.A.M.C. Lines
Osborne, Floyd E. . . . .	Con.—Div. 1	Eaheart,	
Mortensen,		Herbert E. . . . .	Opr., L.A.M.C. Lines
Vernon T. . . . .	Opr.—Mot. Coach Div.	Welch,	
Cooper, William L. . . . .	Clerk—Div. 4	Richard A. . . . .	Opr., L.A.M.C. Lines
Skarda, Fred . . . . .	Con.—Div. 5	Burge, William M. . . . .	Opr., L.A.M.C. Lines
Striebeck, Fred H. . . . .	Mot.—Div. 1	Hopkins, Thomas	
Danna, Frank P. . . . .	Mot.—Div. 1	Temp. Serviceman, L.A.M.C. Lines	
Bishop, Derial D. . . . .	Opr.—Mot. Coach Div.	Chastain, Theodore	
		E. . . . .	Opr., L.A.M.C. Lines

**Stars in Los Angeles Railway Service Flag . . . . . 272**  
**Stars in Los Angeles Motor Coach Lines Service Flag . . . . . 50**





WRITTEN BY THOMAS PAINE  
ON A DRUM HEAD, BY THE  
LIGHT OF A CAMP FIRE, DUR-  
ING WASHINGTON'S RE-  
TREAT FROM NEWARK TO  
TRENTON, DECEMBER, 1776.

THESE ARE THE TIMES that try men's souls. The summer soldier and the sunshine patriot will, in this crisis, shrink from the service of their country; but he that stands it *now*, deserves the love and thanks of man and woman. Tyranny, like hell, is not easily conquered; yet we have this consolation with us, that the harder the conflict, the more glorious the triumph. What we obtain too cheap, we esteem too lightly. . . . It would be strange indeed if so celestial an article as freedom should not be highly rated.





**ACTRESSES** Evelyn Keyes, Rita Hayworth, Alma Carroll and Lieutenant Commander George T. Howe at the helm of the "S.S. Streetcar Recruiter." Rigged with running lights, rope ladders and life buoys, this car brought national radio and newspaper publicity for its novel recruiting service.

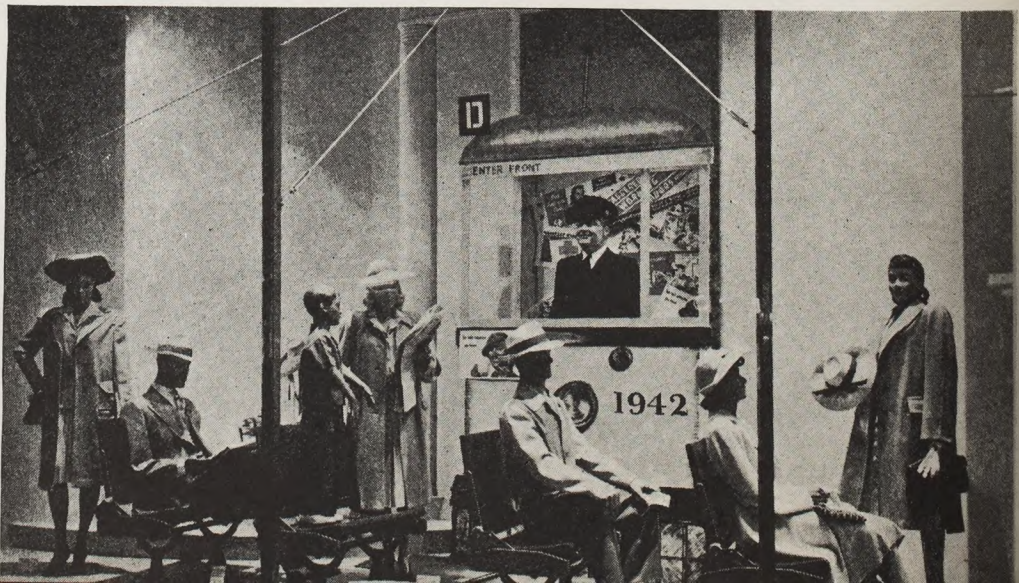
**KITTY KALLEN, N.B.C. SONGSTRESS,** models new streetcar dress for national fashion magazines. The frock, especially designed for streetcar riding, has a gathered split skirt with unique streetcar buttons and small pockets for coins and tokens at the waist.



# PUBLIC TRANSIT COMES INTO ITS OWN

**LOS ANGELES RAILWAY GAINS NATIONAL PUBLICITY AS  
THE TIRE SHORTAGE FOCUSES THE PUBLIC'S EYE ON  
STREETCARS AND COACHES**

**QUICK** to sense the trend toward public transportation, Desmond's ready-to-wear stores command considerable attention with the novel window displays containing Los Angeles Railway mechanical equipment and car cards.







LIFE Magazine goes on a streetcar party with Bonita Granville (on the step) and the cast of R.K.O.'s picture, "Syncopation." Decorated in party atmosphere, the car contained a portable bar that dispensed soft drinks and sandwiches. En route to Echo Park, Bonita stopped to pick up flying cadets and took them to the Union Station where the party bid the boys goodbye and lots of luck.

"HAVING WOMEN CONDUCTORS on the cars will be great," says Operator H. Berry, as Operators J. T. Ball and W. L. Ross give their approval of Universal starlets, Louise Allbritton and Marjorie Lord, modeling the new uniform for conductorettes.



NO LONGER do fashion magazines show milady stepping out of a sixteen-cylinder Cadillac, but instead she steps out of a forty-five passenger Los Angeles Railway Coach. Cobblers, Incorporated, shoe company, features model Jane Bierce, wearing their defense shoe, now featured in GLAMOUR and other fashion magazines.

LIFE Magazine of July 13, 1942, uses Sunset Boulevard coach to depict the evils of rumor spreading in their National Zip Your Lip Campaign.





# 'WAY BACK WHEN OR AFTER THE BALL

THE overworked phrase "rapid transit" applied to the most modern vehicular transportation was first used back in 1887 by the real estate subdividers on the Rosecrans Rancho bordering on a county highway known as Vermont Avenue.

Publicity was given to the speed of the Rosecrans Rapid Transit Railway in taking passengers to and from the Rosecrans subdivision. Research reveals, however, that this heralded line possessed only six miles of single track, two second-hand track cars and a diminutive steam dummy engine with an upright boiler, also second-hand.

BACK IN 1899, Los Angeles was growing by leaps and bounds. Farsighted officials of the Los Angeles Railway, looking forward to a great metropolis of the future, decided to build a car barn which would not only take care of the present rolling stock of the entire system, but would undoubtedly handle any and all future cars.

With the completion of that car house during the month of November, all cable operating stations were closed down and abandoned. All cars thereafter were operated out of this new car barn at Sixth and Central.

What was considered one of the largest car houses on the Pacific Coast, became inadequate with the years, and three more "largest" car houses have subsequently been built.

IT WAS BACK in 1906 when, what might be termed, our early dine and jive element vehemently petitioned the railway that owl service be established in Los Angeles to transport those early hour riders

*TWO BELLS presents the seventeenth in a series of transportation stories of by-gone days, some of which have been told to us by older trainmen and others unearthed from Company records.*

who did not have transportation of their own. The fact that the last streetcar left the city streets at 12:30 a.m. necessitated that these Angelenos conclude their various activities by that time or walk home.

In response to this petition, a company representative, after meeting with members of the city council,

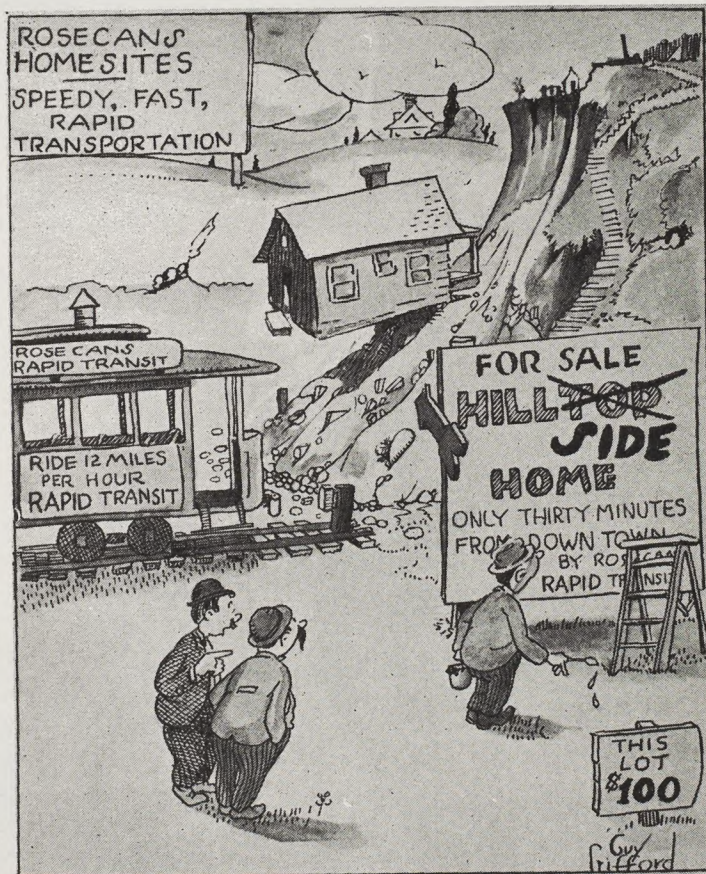
will necessarily be operated at a loss to the company, and we shall reserve the right, we hope, without any feeling on your part, to take off this service in case the loss proves too great." From that day of installation, the owl service has never been reduced.

ON JANUARY 1, 1909, citizens of Los Angeles awoke to find that a time honored custom had been altered. That custom of loading and unloading streetcar passengers on the far side of the intersection had been changed to the near side stop, as it is today.

The far side stop custom originated with the horsecars in the days when streets were unpaved and only a crosswalk was provided. The cars would pull across the intersection and stop with their rear step over this walk. This was very necessary as the streets were muddy during the rainy season or after the street sprinkler had just passed. With the paving of the streets, this practice seemed no longer necessary inasmuch as it interfered with traffic movement behind the loading and unloading cars.

With the example that had been set by the Eastern street railway companies, who had attempted to change far side stops to near side stops, only to have the public force their return to their old practice, the Los Angeles Railway was a bit doubtful if this change would meet public approval. Their worries were short-lived. The public heartily approved.

OCTOBER 19, 1910, was the inauguration date of the Los Angeles Railway Corporation. Its purpose of incorporation was the consolidation of all local Los Angeles street railway lines into one unified system. At that time a complete separation of local traffic



*"I'd like to borrow your advertising man for a few days! I've got a blind horse I want to sell!"*

made the following announcement: "Effective September 10, 1906, owl service will be operated over Main Street, University, Pico Boulevard, Downey Avenue and Euclid Avenue lines. The operation of these cars



was made from inter-urban travel in the city, and a much confused situation was changed into one of simplicity. A comparison of the value received for a fare between 1874 and the time the present company came into existence in 1910 reveals: in 1874, total mileage—1.33 miles of single track with only one horsecar in service; hours of operation—7 a.m. to 7 p.m., no Sunday service. Fare—10 cents. In 1910, the newly formed Los Angeles Railway Corporation offered Los Angeles, with a population of 319,198, a transportation system of 150 miles of double track; electrical cars of the latest design, "brilliantly lighted"; 24-hour service; 5 cent fare with transfers permitting a passenger to reach any part of the city within a possible distance of 18 miles.

## SPECIAL AGENT'S CRUISER CAR

By R. H. HILF,  
Chief Special Agent

The Special Agent's cruiser car renders a valuable and important service to the Company, but the character and quality of work it performs is not generally known. It could render a greater service if the employes of the rail and coach divisions were more familiar with the service the car is able to supply.

The car is operated by Special Agents who are members of the law enforcement agencies of the County and City. They have been schooled in law enforcement in all its different phases, have attended schools of the F.B.I., the Army, and Fire and Police Departments with reference to the present national emergency. They also possess First Aid certificates as granted by the American Red Cross, having completed a course of instruction supplied by the Red Cross.

The cruiser car is designated by the California Highway Patrol as an



*ASSISTANT CHIEF Special Agent J. L. Drummond, at the wheel of new cruiser car, checks over equipment with Special Agents H. F. Snow (kneeling) and E. N. Bliss, Jr., (standing) who are fully prepared to protect Company employes and equipment whenever called upon.*

"Authorized Emergency Vehicle," and by the Police Department as a "Police Auxiliary Car." It is, therefore, permitted to be equipped with red lights, siren and radio receiving apparatus. It can be contacted by the Dispatcher almost instantly.

The car is used primarily to patrol the property of the Company for the purpose of protecting the employes and the equipment from criminal depredations and vandalism and to investigate all acts of law violations that occur in that connection. The crew is keenly alert to forestall unlawful acts, thereby staking out at car and coach terminals and other locations along the lines in anticipation of holdups, robberies, acts of sabotage, etc., dispersing gangs of hoodlums and rowdies that congregate on or near car or coach lines, apparently with evil intent, quelling riots and removing objectionable persons from cars and coaches, shadowing suspicious characters loitering on the property, arranging for police protection at all public gatherings, such as picnics, football games, school rallies and the like, where, at

the breakup, large groups board cars and coaches and on many occasions gang the employes in charge of the equipment and inflict much damage thereon. Through fine police cooperation, aided and directed by the cruiser crew, very little damage has been suffered in that respect for a period of many months. The crew is particularly helpful in accident investigations wherein Company property is involved, taking measurements and diagrams, names of witnesses at the scene and statements of first-hand importance that is valuable to the Claim Department. In these investigations, the crew receives the most hearty cooperation from the Police Department Investigation Bureau, radio cars and others.

These and many other sundry acts are performed by the cruiser crew daily. They render assistance to all departments within the limit of their capabilities when called upon to do so. It is the desire of the Special Agent's Department to promote the usefulness of the car and crew in all cases of Company welfare.



# LIBRARY NOTES . . . By HOPE TITUS

**AUTOMOTIVE AND AVIATION INDUSTRIES**—doings and events in these industries . . . Our files of **SOCIETY ENGINEERS JOURNAL** are complete from 1937 to date.

\* \* \*

The thermometer of the nation's economic welfare is **BUSINESS WEEK**—what's doing in the business world, and what the prospects for tomorrow are. . . Problems of city administration are taken up in **AMERICAN CITY**. One section discusses traffic; however, this is more fully covered in **TRAFFIC ENGINEERING**.

\* \* \*

The outstanding magazine of plane design and production is **AVIATION**. . . **FLYING AND POPULAR AVIATION**, with lively descriptions of private, commercial and military flying here and abroad is for the layman.

\* \* \*

Priorities and material shortages mean keeping up with the market. **WASTE TRADE JOURNAL** covers the field of scrap materials. Other journals for Stores and Purchasing Departments are **RAILWAY PURCHASES AND STORES**; **SOUTHWESTERN PURCHASING AGENT** and **PURCHASING**.

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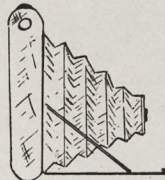
Motor coach operation, maintenance, and designs are the fields covered by **BUS TRANSPORTATION**. . . This and **TRANSIT JOURNAL** are indispensable in our business. . . **MASS TRANSPORTATION** surveys the field more generally.

\* \* \*

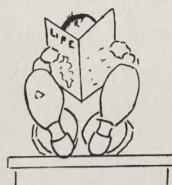
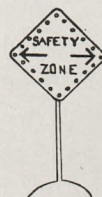
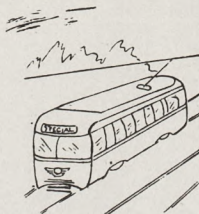
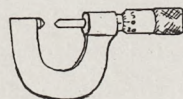
Accounting Department: Do you subscribe to the **JOURNAL OF ACCOUNTANCY**? We do.

\* \* \*

Not to be entirely technical we have some magazines of wide general interest — **LIFE**, **TIME**, **READER'S DIGEST**, **FIELD AND STREAM**, etc.



## Twenty-seven Most Popular Magazines For Up-to-Date Reading in Our Library



**CIVIL ENGINEERING**—the title speaks for itself. It is the official publication of the American Society of Civil Engineers . . . **ENGINEERING NEWS RECORD** is devoted to construction and planning of buildings, bridges, highways—streets, flood control, etc. But see **CONSTRUCTION METHODS** for an excellent picture survey of construction equipment and materials.

\* \* \*

Wartime has brought problems and restrictions for the camera fan, as well as, the rest of us. **POPULAR PHOTOGRAPHY** will call these to your attention and give you some of the answers.

\* \* \*

Line and Electrical Engineering Departments keep abreast of new developments through **ELECTRICAL WORLD** and **GENERAL ELECTRIC REVIEW**.

\* \* \*

For what's doing among the credit unions read **THE BRIDGE**. It is the official publication of The Credit Union National Association, Inc., and is issued monthly. Tells what credit unions throughout the country are doing, with some news about foreign credit unions.

\* \* \*

Here are two fine monthlies devoted to shop practice and mechanical engineering — **AMERICAN MACHINIST** and **MECHANICAL ENGINEERING**.

\* \* \*

Reading **PUBLIC SAFETY** may not help you keep the traffic toll down—and then again it may . . . but the pictures in **CALIFORNIA HIGHWAY PATROLMAN** will certainly make you think twice before being careless.

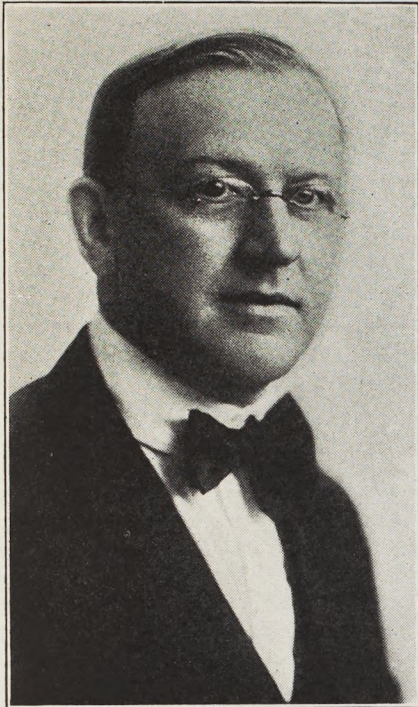
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These are only a few of our magazines. If there is one not mentioned here that you are interested in, let us know—we may have it and will be glad to send it to you regularly.



# PERSONNEL NEWS

## PASSES



**R. B. HILL**

The Los Angeles Railway lost a good friend with the passing of Robert Boyd Hill, former Manager of Transportation, who passed away on August 27, 1942, at 1 a.m. The funeral service was private.

"Bob," as he was popularly known, was born in Cleveland, Illinois, on June 15, 1874, and first entered the employ of the Los Angeles Railway on May 28, 1902, as a conductor at Division 2. On July 1, 1906, he was transferred to dispatcher, and resigned three years later. He was re-employed as conductor, Division 2, August 12, 1912. Along the line of promotions, he was appointed mileage clerk, Transportation Department, on June 1, 1913, and was made Chief Dispatcher on November 1, 1916. Exactly three years later, he was appointed Superintendent of Operation. On September 14, 1928, he became Assistant Manager of Transportation, and on December 14, 1929, was promoted to Manager of Transportation. On account of ill health, he was placed on the Special Roll, February 1, 1935.

It has been said of Bob that around him was built the love and respect of his fellow men. To the men who served under him, he showed friendship, helpfulness and a deep interest.

Mr. Hill is survived by his widow, Mrs. Isal Nancy Hill, and a son, Robert Boyd, Junior, to whom we extend our sincere sympathy.

## OBITUARY

John Horace McClelland, Special Roll, died August 17, 1942. Mr. McClelland was born December 14, 1865, in Lancaster, Pennsylvania. He entered the service as a Relief Man, Engineering Department, July 25, 1903, transferred to Road Inspector, Engineering Department, transferred to Car Repairer, Mechanical Department, November 1, 1910, transferred to Inspector, Mechanical Department, October 1, 1929.

Charles Marion Rizuto, Foreman, Department 11, South Park Shop, died August 12, 1942. Mr. Rizuto was born May 8, 1894, in Texas. He entered the service as a Painter, Mechanical Department, April 21, 1921, transferred to Head Painter, Department 11, January 1, 1939, transferred to Foreman, Department 11, July 1, 1941.

Albert Miller, Special Roll, died August 7, 1942. Mr. Miller was born November 14, 1879, in Illinois. He entered the service as a Conductor, Division 2, December 2, 1903, transferred to Motorman, Division 2, transferred to Towerman, Transportation Department, returned to Motorman, Division 2, transferred to Instructor, Transportation Department, transferred to Towerman, Transportation Department, transferred to Trafficman, Transportation Department, transferred to Flagman and Watchman, Transportation Department, and was placed on the Special Roll on October 22, 1939.

John Henry Critchett, Flagman, Transportation Department, died August 14, 1942. Mr. Critchett was

born December 25, 1869, in Jackson, Michigan. He entered the service as a Motorman, Division 3, September 13, 1920, transferred to Flagman, Transportation Department, April 14, 1937.

## APPRECIATION

Acknowledgements of appreciation for the sympathy and kindness extended to them during their recent bereavements have been received by the Company from the Westcott family; the Sipperley family; Mrs. George M. Morton and family; Mrs. Frances Rizuto and family; Mrs. Mollie McClelland; and Mrs. J. H. Critchett.

## BELLS

Conductor J. L. Story (Division 5), married to Miss Genevieve Janson on August 2.

## YELLS

Sharon Marie, born to Operator (Virgil) and Mrs. W. C. Ulrich on July 15.

Marlene Judy and Darlene Joy, born to Motorman (Division 5) and Mrs. R. W. Morgan on August 4.

Dana Louise, born to Serviceman (16th Street Garage) and Mrs. Harry Hoegeman on August 4.

James Clifford, born to Motorman (Division 5) and Mrs. H. J. Drohen on August 5.

Barbara Jean, born to Motorman (Division 1) and Mrs. G. W. Whitcomb on August 7.

Dennis Michael, born to Conductor (Division 5) and Mrs. L. M. Edwards on August 12.

Joanne Katheryn, born to Motorman (Division 1) and Mrs. J. F. De Watney on August 16.

Dean Phillip, born to Conductor (Division 5) and Mrs. K. M. Umbarger on August 22.

## THE WISE MAN

*"The wisest men that ever you knew  
Have never dreamed it treason  
To rest a bit—and jest a bit,  
And balance up their reason;  
To laugh a bit—and chaff a bit,  
And joke a bit in season."*



# Dear Ladies

## Sugar Saving Recipes

EVERY American housewife is all out for victory on her own home front. We have a two-fold problem now—we must guard and build the health of our families, and, at the same time, aid our country by conserving those food-stuffs and materials of which there is a scarcity and which are needed for our men who are fighting to keep our country democratic and to bring peace.

With the rationing of sugar, we turn to our sugar substitutes when preparing a dessert.

Some of these recipes would, no doubt, be enjoyed by the boys at camp. So keep them in mind when you are making some cookies or

candy. You know little thoughts can do a lot for a fellow when he is away from home and can't get into the cookie jar or go to the refrigerator for some of that luscious homemade candy.

### Chocolate Clusters

1 lb. semi-sweet or milk chocolate  
4 cups oven-popped rice cereal  
1½ cups roasted peanuts

Melt chocolate over hot water. Add oven-popped rice cereal and nut meats. Mix well and drop by teaspoons onto platter or baking dish. Set in cool place until chocolate hardens. (About 4 dozen, 1½ inch in diameter).

### Cereal Toffee

2¾ cups light brown sugar  
1 cup corn syrup  
½ cup butter  
1 cup evaporated milk  
5½ cups (1 5½-ounce package oven-popped rice cereal)

Combine sugar and syrup; cook slowly until sugar is dissolved, then quickly until a temperature of 234° to 236° F. is reached (soft ball in cold water). Add milk and butter a little at a time keeping mixture boiling rapidly after each addition. Boil rapidly to 236° F. (soft ball in cold water). Remove from heat; add oven-popped rice cereal mixing thoroughly. Pour into buttered pan and cool. Turn onto a board and cut into small squares. (About 2½ lbs.)

### Apricot Squares

1 cup finely chopped nut meats  
18 dried apricots  
8 squares dipping chocolate

Line bottom of loaf pan, eight by four inches, with waxed paper. Wash apricots in hot water, and dry thoroughly. Put apricots and nuts through food chopper, and knead until blended. Place in pan. Heat chocolate over boiling water until partly melted; then remove from boiling water and stir with beating motion until entirely melted. Pour evenly over fruit mixture, and tap pan several times to settle chocolate. Let stand in cool place to harden. Cut in bars, the size of caramels. (About 2 dozen bars.)

### Scotch Date Squares

1 cup flour  
1 cup oatmeal  
1/3 cup shortening  
1/3 cup honey  
1 teaspoon soda  
¼ teaspoon cinnamon  
¼ teaspoon cloves  
½ teaspoon salt

Sift the dry ingredients together. Add the oatmeal, and work the shortening into the mixture with a fork. Stir in the honey. Roll half of the dough and press it into the bottom of a greased baking sheet. Spread it with a date filling, and pat into place the remaining dough rolled to fit. Bake in a moderate oven (350°F.). Cut in squares while still warm. (About 3 dozen squares.)

### Date and Honey Filling

¼ cup water  
1 cup pitted dates  
¼ cup honey

Cook the fruit slowly with the water until it is the consistency of marmalade. Remove from the heat and add the honey.

### Frosted Creams

1 cup molasses or sorghum  
1 cup corn syrup  
½ cup lard and butter  
1 teaspoon cinnamon  
1 teaspoon ginger  
½ teaspoon salt  
1 teaspoon soda  
1 cup boiling water  
2 eggs, beaten  
3½ cups flour

Cream the shortening, molasses, and syrup. Add the soda to the boiling water, adding this to the first mixture. Sift the dry ingredients. Beat the eggs into the first mixture, then add the sifted flour, salt and spice. Spread very thin in square tins and bake in a moderate oven (350°F.) for fifteen minutes. Mark into squares while still warm. Frost lightly before storing. (About 40 squares.)

## Recipe of the Month . . .

### Victory Pudding

By Mrs. H. Chester Thorn

Wife of Operator, L.A.M.C. Lines

1½ cups cold water  
½ cup corn meal  
⅛ teaspoon salt  
½ cup sugar or honey  
1 cup cooked rice (white or brown)

Mix well water, meal, salt, sugar or honey and place in top of double boiler. Cook until it thickens, then add cooked rice. Set back over hot water, simmer over very low heat slowly for 30 to 40





### Chocolate Cake

1 cup corn syrup, or ½ cup honey and ½ cup corn syrup  
½ cup shortening  
1 egg (separated)  
2 squares bitter chocolate  
2½ cups cake flour  
½ teaspoon salt  
½ teaspoon soda  
2 teaspoons baking powder  
2/3 cup milk or coffee

Cream the fat, add the corn syrup (or corn syrup and honey) gradually, beating until fluffy. Add the egg yolk, well beaten, then the melted chocolate. Add sifted dry ingredients and milk alternately. Fold in the egg white, beaten until stiff but not dry. Bake in a square tin in a moderate oven (350° F.) for 45 to 50 minutes. The cake made with corn syrup is light and tasty, but not oversweet. The use of coffee adds to its flavor.

### Honey Whole Wheat Cake

½ cup shortening  
1 cup honey  
3 cups whole wheat flour  
4 teaspoons baking powder  
½ teaspoon salt  
3 eggs  
1 cup raisins  
1 cup milk  
1 teaspoon vanilla

Cream shortening and honey. Beat in the eggs one at a time. Sift dry ingredients. Mix with raisins, and add alternately with the milk. Bake in a loaf pan at 375° F. for 60 minutes.

### Lemon Custard

1 1/3 cups milk, scalded  
2 egg yolks  
4 tablespoons honey or corn syrup  
½ teaspoon salt  
Juice and grated rind of one

minutes longer. Remove from fire and pour into individual moulds to cool. When cool and in shape, unmould and pour over each the following prune or any desired fruit sauce:

2 cups prunes  
2½ cups cold water  
1 cup corn syrup  
1 teaspoon lemon juice  
¼ teaspoon cinnamon  
¼ teaspoon nutmeg

Pick over and wash prunes. Soak 1 hour in 2½ cups cold water. Simmer till tender in water in which they have been soaked. Remove seeds, add syrup, lemon juice, spices and allow to simmer 15 to 20 minutes longer. When cool, pour over cornmeal and rice mixture.

**Variations:** Figs cooked to thin sauce is also delicious, also dates, apricots or any desired fruit instead of prune sauce above.

lemon

Beat the egg yolks, add the honey, lemon juice and rind, and the salt. Add scalded milk and simmer in the double boiler until thick. Freeze. (Serves 4).

### Did You Ever?...

**B**AKE a slice of ham, then cover with cranberry jelly, and glaze under the broiler? Yum-yum! Try it and see.

Use a "handy" brush to skim your jelly? The scum adheres to the brush, and can be easily rinsed off.

Use sliced lime in hot or iced tea in place of lemon? Different and delightful.

### A "Peachy" Season...

**T**HIS is a good season for canning peaches as they are "super-abundant" on the market. For those of you who plan to "put up" some of this fruit for future meals, here are some tips on how to do it through the hot-pack method, a good and safe way to can peaches:

**Getting Them Ready**—Wash peaches in cold water, but do not soak them. Remove the skins, and pare thin to save all the fruit you can. If the skins are hard to take off, put the peaches in hot water for about a half-minute or until skins will slip easily. Then duck the fruit in cold water for a few seconds before removing skins. Peaches may turn brown as a result of their hot water plunge. To help prevent this, you can dip them in a solution of salt, vinegar and water for about two minutes after removing the skins. Use two tablespoons each of salt and vinegar to a gallon of cold water.

**Can Fruit In Its Own Juice**—This is a good way to hold in its flavor and food value. First, cut the peaches in slices as you can get more fruit in jar when peaches are sliced—an important point in view of the shortage of containers and rubber for canning purposes. Put the sliced fruit in a kettle and add sugar. This is the most economical way to use your canning allotment of sugar. By putting sugar directly on the peaches, you help draw out the juice, waste no sweetening. Let sugar stand on the sliced fruit a few moments before heating it, to start the juice flowing. Then put the kettle on the stove and heat the peaches slowly until sugar has dissolved and fruit is hot throughout. But be sure not to cook the peaches until they are soft.

**Pack and Process**—Pack hot fruit with its juice in clean, hot, sterilized jars.



Fill each jar to within an inch of the top and pack fruit firmly but not too tight. Process the jars of peaches in a boiling water bath. You can rig up such a water bath canner from a large kettle or a wash boiler . . . any vessel with a tight cover, and big enough to hold several jars and allow for covering them with 1 to 2 inches of water. Fit the canner with a rack to hold the jars off the bottom. Have water in canner boiling before you put in jars of fruit. Place jars on rack, leaving enough room for water to circulate freely around and under each one. Make sure the water comes over the jar tops at least 1 or 2 inches, and keep it that way throughout processing. Put the top on the canner and start counting processing time as soon as the water begins to boil hard. Process peaches, whether in quart or pint jars, for 15 minutes if you live in altitudes of 1,000 feet or less. If you live in higher altitudes, increase the time 20 percent for each additional 1,000 feet. When the fruit is processed, remove the jars from the canner and set them right-side up to cool. After the fruit has cooled, test each jar by turning it upside-down for a few minutes to be sure it is air-tight and doesn't leak.

*Helen*

Editor, "Dear Ladies"



# Clubs and Vets

## AMERICAN LEGION

By LEO LEASMAN

Now that our State Convention is over and we settle down to work for another year, let's all get down to business and do the things we should to put us over the TOP as much in advance of other years as possible. Let's get behind the American Legion program NOW instead of later as we have in many instances; then it was rush here and rush there in order to get it done in time. Let's do it now and have it over with, and we won't have any worrying to do. Come to the meetings and see what I have reference to. We need your help now more than ever.

Comrades, Commander Gilliland has appointed me Publicity Chairman this year and I would appreciate it very much if any of you who have anything of interest that you think should be in our column—would give me a buzz at RI-2007, or write to me in care of Division 4, or to 1421 Valencia St.

We had our first meeting August 7, with the new officers in the chairs, and it was a fine meeting except for a small turnout. Please, comrades, come to the meetings and help your officers and the other members of the post put over our program in grand shape. Don't let just a few carry all the load. Give us a lift. Our post meets the first Tuesday of each month in Wilson Hall, 8th floor of Patriotic Hall, 1816 So. Figueroa St.

There are a lot of new men on the cars, many of whom are ex-service-men of World War No 1. We extend an invitation to you to come up and visit us. We are sure that you will enjoy yourself well enough that you will become a member of our post. Come up and see if I am not right.

To the members of the post: When

you see one of these comrades invite him up. Better still, bring him up and get yourself a new member. We have a small but very lively post, fulfilling all the requirements of the State and National organization. We could use a little more cooperation by the members than we have had, so I am looking forward to seeing many of you comrades at our meetings more often, helping us over the top better and earlier than in other years. Comrades, come up and give us a lift.

On Tuesday, August 25, we had our first executive meeting at Commander Gilliland's home and a very good meeting too. We are planning on having an executive meeting once a month, thereby making our regular meetings short but sweet and having them over early.

Our next meeting will be October 6. Keep it in mind.

## SQUARE AND COMPASS

By C. J. KNITTLE

Well, friends and fellow-clubmen, the Square and Compass is about to emerge from its dark summer months and gather again for dinner, entertainment and rollicking good fellowship. Van's (9th & Hill) Cafe has been selected for the feast. The show will be new, different, and unique, a Billy Vejar feature. Saturday evening, September 12, is the date.

Wednesday evening, September 30, Square and Compass members will journey to "The Gardens" Lodge, No. 621, 4625 Whittier Boulevard, where our Degree Team, directed by Captain George Jameson, will take charge in conferring the Degree of Master Mason upon a prominent employe of the Griffith Company.

In the realms of Masonry, Brother Jameson is widely known for his knowledge and efficient leadership in

Master Degree ceremonials, and a good attendance of Club members is anticipated in appreciation of his untiring effort in bringing the Square and Compass Degree Team to its present high standard.

It is regretted that a few of our Square and Compass brothers have still forgotten the '42 dues. Gentlemen, let's give the Club a break. . .

And to the membership at large: In regard to War Bonds and Stamps,—are you really buying, *buying*, *BUYING*, till it hurts? Uncle Sam needs every dime and dollar we can spare to feed, clothe, and equip the boys in blue, olive drab, and khaki,—those fine "*All-Americans*" who are facing the enemy right now. Brother Masons, think it over and act quickly.

## WOMEN'S CLUB

By MRS. H. A. DEWEY

Now that the man of the house is working all hours and not having time to take the wife out, he should send her to the L.A.R.Y. Women's Club.

The fall meetings have resumed after a very busy summer. President Mrs. E. J. Miller is hoping to have the pleasure of greeting all of our members and hoping that each will assist in bringing new members to enjoy the club.

September 3 was the opening of the regular first and third Thursday meeting days.

A door prize of 50 cents in Defense Stamps will be given at every regular meeting.

New employes are urged to have their wives come to the club rooms at 962 West 12 Place, Division 4.

On September 10, Mrs. M. S. Thomas, Chairman of Ways and Means, will have charge of a pot luck luncheon at 12 noon. Those who bring food for the luncheon will be charged 15c. If you come empty



handed it will cost you 35c. There will be Bridge, 500 and Bunco for those who wish to play.

Sept. 17.—\$1.15 p.m., Business session. 2:00 p.m., Program: Speaker, Dr. Glenn R. Phillips, Pastor, First Methodist Church, Hollywood—Subject, "The American Idea." Whistler, Mrs. W. R. Greundler; Accompanist, Mrs. A. H. Setterberg. Community Singing—Director, Mrs. O. G. McDermith. Refreshments.

Oct. 1: 1:15 p.m., Business session. 2:00 p.m., Program: Pictures, presented by O. A. Coons, Professional Side of Pharmacy. Sponsors, Horton and Converse "Canadian Summer" (in colors). Soloist, Mrs. Beatrice Wescomb. Refreshments.

Red Cross Auxiliary meets every Tuesday from 10:00 a.m. to 3:00 p.m. Old silk stockings are needed, pieces for quilts and material for salvage. All donations must be clean.

## AMERICAN LEGION AUXILIARY

By BETTIE LEASMAN

The American Legion State Convention was much better attended than had been expected, and, if all is well, we will go to San Francisco in '43.

At the August 7 meeting, President Mae Carson made all her chairman appointments for this next year. Since we are holding only one meeting a month, the first Tuesday of each month will be the meeting date, at Patriotic Hall, 1816 So. Figueroa St. Try to attend.

Mr. and Mrs. R. H. Manning and their daughter, Mrs. Betty Albright, have returned from a trip to Washington where they attended the wedding of their youngest son Jimmy, who was married to Miss Bonnie Seabrook at the First Presbyterian Church, August 17. Jimmy is stationed at Fort Worden, Washington. Best wishes and congratulations to the newly married folks. On the way home, Mr. and Mrs. Manning and daughter stopped by Merced and had a visit with Ray Manning, their oldest son.

Sympathy is extended to Mrs.

Edith Crosby, one of our members, in the death of her brother who passed away August 25.

We are now collecting dues for the coming year.

Our Chaplain, Mother Clubb, is ill and would appreciate hearing from any of you members.

## VETERANS' CLUB AUXILIARY

By GLADYS TAYLOR

Well, here we are back again after a two months vacation, even though most of us spent it in our own backyards. No doubt we all had a very good time.

The Auxiliary held its first meeting since last July, on September 8, at Patriotic Hall, and many plans for the future were made at that time.

After an interesting meeting, we joined the men in the dining room where delicious refreshments were enjoyed by all.

Our next meeting will be held on Tuesday night, October 13, at Patriotic Hall. Be sure to keep this date in mind, as we will be very happy to have as many as possible of the ladies who are eligible to attend with us.

## VETERANS' CLUB

By JAMES MADIGAN

By the time this goes to press, the first September meeting will have passed and Comrade Adjutant Taylor will be preparing his announcements for the next meeting, which will be held on Monday, September 28 at Patriotic Hall.

Since the last meeting in June, a number of members of the Veterans' Club have returned to the service, and so that the Adjutant may have a correct check on these men, Commander Roche requests every comrade to make a special effort to attend the next meeting.

There being no meetings for the past two months, news is scarce. However, we hope to have a more interesting column in October. Comrade Hannon, although a long distance from Los Angeles, manages to contact the Vets' Club whenever the mail can get through. He is in the best of health, and always asks to be remembered to all his friends.

See you September 28, and in the meantime, let's back our new veterans with BONDS.

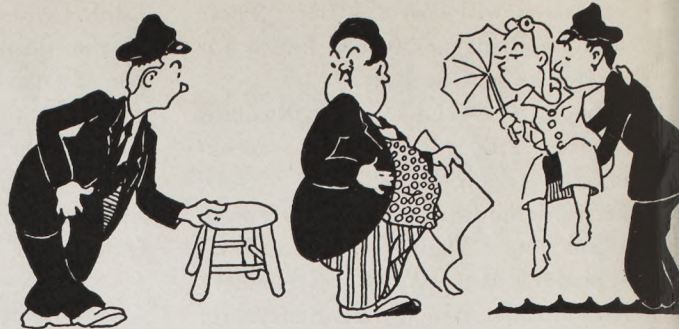
•  
"Now  
be a  
good  
boy.  
No fibbing.  
Tell the  
man  
just  
how old  
you  
are."  
•





# PLAUDITS

FROM FRIENDS  
WE'VE HELPED...



## A Pleasure To Ride With . . .

"I am taking this means of calling to your attention one of your drivers whom I feel is an asset to your Company.

"I am a stranger here and boarded your bus at Wilshire and Western. During the trip into town, this man was called upon to answer the usual number of seemingly stupid questions put to him by the confused public.

"His manner was so courteous and jovial that it was really a pleasure to ride in his bus. When I left I told him so.

"While I do not know his name, perhaps these facts will identify him: Car No. 4241, trip arrived at the Hill Street Station 4:05 p.m. (*P. B. Greet*)."

GEO E. STRATTON,  
Hotel Hayward,  
Sixth and Spring Sts.  
Los Angeles.

## Motorman 677 All Right . . .

"This morning between 11 and 11:30 a.m. I was riding to Los Angeles on a 'W' car. In spite of the fact that I was occupied in reading part of the time, I was impressed by the courtesy and patience of the motorman whose number is 677 (*C. T. Morgan, Division 3*). He was so kind and helpful in answering the questions of the passengers. What impressed me especially was the way in which he watched carefully when an elderly man, slightly handicapped, got off the car in the downtown district. Of course his car had stopped but he called to this passenger, 'Can you make it all right, Dad?' This in a solicitous, kindly voice.

"Such experiences start the day out right-ly. I was just impelled to report it to you."

MRS. IDA H. WECK,  
5911 El Mio Drive,  
Los Angeles.

## Fine Deed . . .

"I am writing this note because I thought you would be gratified to know that a conductor on an 'R' car (*A. J. Lewis, Division 1*), which got to Third and Kingsley at approximately 4:30, found my purse and called me at his earliest convenience, thus making it possible for me to pick the purse up before morning.

"Needless to say, I was quite worried about my purse as it contained many of my personal belongings, and if my gratitude can be expressed to the conductor who is responsible I shall appreciate it very much."

NANCY NORRIS,  
433 S. Harvard Blvd.,  
Los Angeles.

## "A Credit" . . .

"I wish to call to your attention your employe 236 (*H. G. W. Bilyeu*) who is such a credit to your organization. Last Sunday evening while driving the Alvarado bus, he so very kindly assisted an elderly, feeble, old lady up on to the sidewalk. She had rung the bell but was not prepared to get off, so then he started up, but as soon as he saw her he again stopped and helped her.

"It is a great pleasure to me to write."

MRS. H. ZUMWALT,  
2028 Wilmot St.,  
Los Angeles.

## "Most Polite Conductor" . . .

"I am writing you in regard to the conductor on the "A" line—his number is 2268 (*F. Shuster, Div. 4*) and he is on the early morning car.

"He is the most polite conductor I have seen on any of the cars for a long time. He is courteous and pleasant to all of the patrons and especially to the elderly folks. He always gives very explicit directions to inquiries, and I have never seen him the least bit out of patience. And I consider it a pleasure to ride on his car, it seems to start the working day out right."

MILDRED I. FROMAN,  
4009 Melrose Ave.,  
Los Angeles.

## Kind Words Appreciated . . .

"I want to express my voice in you having two real pleasant and kind motormen—one 907 (*W. H. Welch, Div. 4*) and 1944 (*W. W. Warren, Div. 4*) on the No. 3 line as I travel on the car every day morning and evening, and get on a car and hear the motorman say a pleasant and kind word to all passengers if asked a question in regard to street or bus lines, not being afraid to call the street names so you can hear them.

"You feel rested when you hear a pleasant and kind word spoken to everybody."

A PASSENGER.

## From Our Mail Sacks Also Come Letters of Commendation to:

### TRAINMEN

L. E. Adkins, Div. 1  
O. H. Alwes, Div. 3  
J. M. Boehm, Div. 5  
E. J. Brahan, Div. 1  
W. T. Collins, Div. 3  
D. M. Denton, Div. 4  
W. A. Driggs, Div. 4  
P. D. Forrester, Div. 5  
G. F. Fuller, Div. 4  
P. D. Garrett, Div. 4  
C. H. Johnson, Div. 1  
C. R. Kennedy, Div. 5  
O. N. Lee, Jr., Div. 4  
D. L. Lowen, Div. 4  
P. Manning, Div. 5  
G. S. Mattern, Jr., Div. 4  
R. T. Melton, Div. 4  
\*R. G. Monahan, Div. 3  
V. E. Munyer, Div. 5  
H. F. Parks, Div. 4  
R. J. Paterson, Div. 5  
H. Penberthy, Div. 3  
H. E. Pike, Div. 1  
L. F. Robinson, Div. 4  
J. T. Schmedeman, Div. 4  
K. M. Umbarger, Div. 5  
W. M. Vaughn, Div. 4  
\*\*J. A. Wear, Div. 5  
W. H. Welch, Div. 4  
\*J. B. Wilde, Div. 4  
G. G. Wilkinson, Div. 5  
J. L. Williams, Div. 4  
C. E. Wippert, Div. 3

### OPERATORS

R. J. Bloodgood, Crenshaw-Vine-La Brae  
J. W. Brown, Western  
C. Canall, Wilshire  
P. A. Emanuel, Alvarado  
B. A. Hudson, Alvarado  
C. M. Kolbert, Wilshire  
H. H. Little, Florence-Soto  
R. E. Schramm, Beverly  
E. E. Sleeth, Western  
W. C. Ulrich, Sunset  
F. R. Williams, Olympic

NOTE: Each asterisk represents one additional commendation.





# PANS

FROM FRIENDS  
WE'VE HURT...

## Inconsiderate . . .

"Each night of the week except Saturdays and Sundays, I ride the eastbound 'U' car that leaves Fifth and Broadway at 1:05 a. m., getting me to my transfer point at Vernon and Central about 1:20 or 1:22 a. m. Sometimes the east and westbound 'V' cars are waiting, sometimes they haven't reached the corner and sometimes they are just going across the intersection as the 'U' car comes to a stop. In the past, the motorman on the 'U' car has rung the bell a few times and both 'V' cars stopped after they had crossed the intersection, and the passengers ran to the car they wanted.

"I have been riding the same direction at the same time for the past five years, but the last few nights a different crew is in charge of the 'U' car. When we arrive at Vernon and Central, a 'V' car is crossing the intersection, going slowly. I asked the 'U' car motorman if he would stop the 'V' car for me, to which he did not reply and ignored me as though I were not there, so I walked the five blocks home.

"Last Friday night, I asked the same motorman to please hold the eastbound 'V' car. He did open his mouth this time and said, 'They won't stop.' So I had to walk again. He could have rung the bell, but he did not. My work compels me to be out so late, and it is not pleasant walking home very tired."

## Hastiness Unnecessary . . .

"I was on a No. 3 car going west from Spring Street, and want to tell you what a fine job that operator was doing in patiently trying to get his passengers back into the crowded car. He did his best to get people back so he could start up, and was more courteous about it than most of us would have been under the circumstances.

"When the car reached Figueroa Street, the supervisor or inspector there proceeded to 'bawl' this operator out for being late, and his attitude amazed the passengers on the car as it seemed such a wrong and unreasonable stand to take when this operator was and had been doing his best to get his car through. Of course the operator could not say anything back, but it did not set well with passengers.

"If the supervisor had known that this man was doing his best, perhaps he would

not have been so hasty, but in any event I feel that the supervisor could have been more courteous."

## Unkind Remarks . . .

"Why should paid passengers riding your streetcars be subjected to insults from your employes?"

"Wednesday evening I was riding your new car and was standing near the front door to get off at Exposition Boulevard and Vermont. Prior to reaching the corner, the motorman opened the door at a car stop. He asked, 'Why don't you ring if you want to get off?' I told him that I had another block to go and would ring at the stop just prior to my corner. He was very abusive in his reply and said that I was too stupid to know any better."

## Not Heedful of Passengers' Safety . . .

"I ride your cars to and from work daily, and wish to bring to your notice a condition that has been existing for some time on the York Boulevard line.

"I noticed this condition a few weeks ago when I sat in front section of car. There was a girl, who seemed to be a good friend of the motorman's, standing near him. She remained there and they laughed and talked continually, and frequently the motorman would take both hands off the control levers to point and make motions as we rode through traffic and around curves to No. Avenue 50 and York Boulevard.

"A week later, I again noticed that the same motorman was visiting with the same girl.

"Sometime later, a man was visiting with this motorman, and they were conversing continually.

"I again boarded the car about three weeks later, and the same girl and same man were visitors of the motorman, enjoying a continued conversation with him all the way to No. Avenue 50 and York Boulevard.

"Every time I boarded the car, there were vacant seats, so there was no need for the man and girl to stand. The people riding in the front section of your car were wondering about their safety under such conditions as they read the notice above

the motorman's head: 'Unnecessary Conversation With Motorman Is Prohibited.'

"We people who happen to board this motorman's car will be very happy when this condition no longer exists."

## Manner Unpleasant . . .

"I want to report the discourtesy and rudeness of one of your conductors on the 'A' line yesterday.

"He was so busy looking the other way and talking when I boarded at Fourth and Hill Street, that he did not notice I had put two fares in the farebox. I proceeded to the front of the car.

"In a few minutes he came running after me, and, in a loud tone of voice, wanted to know why I put in only one fare. I told him that I had put in fourteen cents, and he could check it and see for himself. If he had been watching at the time I boarded, he would have known that I put two fares in the box.

"We all are apt to make mistakes, but there is no excuse for being rude and impolite regarding this incident, and I very much resent his attitude. I do feel that a little more courtesy on his part would not have been amiss, especially, since his attention was elsewhere when I got on the car."

## Not Very Suitable . . .

"This morning I rode downtown on the 'A' line, it being the second time I rode with the same student-motorman.

"The rules this man uses to run a streetcar are a mystery to me. Certainly, he is not a motorman. By the time you get downtown, he has advised you (in a loud voice) as to how Rommel won in Libya, what's wrong with the B-19, what Japan's carriers are like, intimate descriptions of the operations in Sevastopol and Midway, and what's going to happen to the O.P.A.

"All this is very informative, especially when you are trying to read. But this one liability of his is not alone, as he also bangs the bell, and when you alight from the car, it takes a chiropractor to put you back together.

"If he had his mind more on his work, perhaps the operation of the car would be smoother and he would not have to bang the bell.

"Would suggest that trustworthy motorman, we used to have, run the car."



# Newsman Report...



## WAY AND STRUCTURES DEPARTMENT WINS COVETED MINUTE MAN FLAG

Engineer of Way and Structures B. H. Eaton (left) presents Minute Man Flag to Switch Repairer George V. Jameson (center) and Welder Leonides Espinosa, representing the Way and Structures Department which was the first to attain 90% participation in War Bond purchases.

## VERNON YARD

By L. F. SPARKS

Vacations still hold the center of attraction this summer. Carpenter Foreman Otto Johnson spent two weeks in visiting local points.

Assistant Supervisor Caryll Thompson went to Blue Lake in Alpine County where he was lucky in finding two weeks of perfect weather and excellent fishing.

The scribe of this column went to Convict Lake in the Inyo National Forest. We had perfect weather and plenty of fish. We took colored moving pictures of the trip and can enjoy the vacation again and again, every time we show the films.

Foreman Herman Liebelt went to San Francisco, while Plumber Harry Deibert is taking his usual trek to the desert where he can relax without

benefit of newspaper or radio.

In anticipation of rainy weather, roof repairs are in order. A new roof has been laid on the Shop at Division 4, and the Virgil Street Garage of the L. A. Motor Coach Lines has had repairs and a new coat of roof paint.

Track reconstruction is going on along Vernon Avenue from Long Beach Avenue to Ascot.

The tracks on North Main from Macy to Sunset have been reconstructed.

## ELECTRICAL

By WALTER WHITESIDE

A number of the fellows report time well spent on their vacations.

Leo Maag was all set to leave when an officer appeared at his front door with a summons to appear in court as a jurymen.

Tom Hunter headed straight for Sequoia, then packed in because he only wanted the big ones. Boy, was he disappointed.

Duke Cochran just stayed around home cutting the lawn and pulling weeds. He says the yard looks better now.

Walter Drummond enjoyed the splendors of Sequoia National Park.

Henry Williams made local trips throughout the country and, one time, got as far as Indio.

Charles Colen stayed in the San Bernardino mountains at the flourishing township of Crestline.

Morris Lander enjoyed his yearly stay at Sequoia.

Congratulations are in order for Nels Lane on his promotion to Superintendent Electrical Construction. William Banbury moved into Nels old job.



Walter Roark also received a promotion, being made foreman of the Pole Gang, leaving an opening for a lineman leader, which was filled by Frank Whittley.

Have you ridden with Conductor Howard Jones or Coach Operator Don Payne?

So it has come to this—Jerry Coxe is the latest inhabitant of the maternity ward.

How about increasing your War Bond deduction to 10 percent and keep company with the 35 employes in this department who have done so already.

### DIVISION THREE

By L. VOLNER

Carolyn Ross Huddleston, composer, and wife of Operator S. O. Huddleston of the "W" line, has the distinction of having her latest number, "My Heart's in the Army Now", introduced by a military band "somewhere in the Pacific." The story back of this song is a unique one: When Sergeant Robert W. Carson, great grandson of the famous plainsman, Kit Carson, sailed for a foreign port last December, his wife remarked to a friend, "my heart's in the Army now!" Mrs. Huddleston overheard her and subsequently wrote a song with that title, dedicating the number to Sergeant Carson.

Our Ex-Motorman, Howard Deane, was home from his camp near Indio for a week-end visit with home folks. When he left he did not know where he was going next, and he could not say when he would be home again. The best of luck, "H. T."

When the new schedule became effective on the "5" line Sunday, August 2, Motorman G. C. Bidwell had a run which pulled out at 4:30 a.m. He said he lighted a cigarette at that time and at 12:30 p.m. he was still smoking same. The boys are anxious to know the brand?

After six months on the sick list Conductor J. A. Thompson returned to duty. For a while Mr. Thompson looked as if he would not make the grade, but now he is as good as ever

for which his many friends are truly thankful.

Motorman H. H. Baxter has paid several visits to his old buddy, Ex-Motorman J. Hellman, who is sick in the California Hospital. Baxter says Mr. Hellman would be very pleased to have some of the boys call on him, and he wants to thank those who have done so already.

Conductor C. W. Lentz of the "5" line has a regular lady rider who is very friendly, and each Friday buys her weekly pass. Now, Mr. Lentz was thinking he was "it", but the last time the lady brought her pass she asked if his motorman, B. G. Belman, was married. When told he was, her only remark was — "too bad!"

The whole division received quite a shock Friday, August 14th, when word got around that J. H. (Jack) Critchett had suddenly passed on across the river from which no one ever returns. Jack was known and esteemed by everyone at this division, and was well known and liked over the whole system. The funeral was held at the Little Church of the Flowers, August 19th, and he was interred in Forest Lawn Memorial Park. The men of this division, as a group, ex-

tend their heartfelt sympathy to his wife in the loss of her loved one, and to Mrs. Ryerson of Illinois, sister of his wife, and also to Mrs. Harold Huff, a niece of Jack's from Michigan, who were here for his last rites.

### SIXTEENTH STREET GARAGE

By H. R. PAUSCHERT

Andy Seyferth has accepted a Civil Service appointment with the War Department as Procurement Inspector, U.S. Army Air Force, and has already reported for service at Santa Monica.

Arthur Leisure, who is now in the Navy, paid us a visit on his five day furlough. Art likes the Navy, because when show time rolls around, he walks up and gets the best of food and lots of it—without charge—and NO tip.

Benny Walters, who has been on the sick list for the past two months, paid us a visit and hopes to be back on the job soon.

Our Superintendent, C. B. Lindsey, spent his vacation down at his beach home at Manhattan, returning with a nice sun tan and full of pep.

Some of the boys are pulling trippers mornings and evenings, which

•

*"Priorities  
needn't  
bother  
you!  
You can  
still  
get tires  
if you  
have  
the  
jack!!"*

•





is quite a help to the Operating Department, helps out their bank roll, and also helps keep them rolling.

George Holmes is confined to his home with illness. We wish the ole scout a speedy recovery.

Milton B. McNally, Third Shift Foreman, joined the U.S. Air Corps Officers' School, reporting first in Florida, departing amid a liquid send-off, as a First Lieutenant.

Roland Wildung accepted a Civil Service appointment with the Navy Department, and for the time being is stationed at San Diego.

Alex M. Hodge, Coach Cleaner, resigned to do defense work.

Wife of Fred Hall, Coach Cleaner, has fully recovered from a serious operation.

Now that the vacation periods are over for the office force, regular work is again resumed, with the exception of our Switchboard Operator and Stenographer, Virginia Blue, who has spent the past month recuperating from pneumonia.

Percy Bosanko is being ably assisted by the South Park paint gang in painting the coach roofs for black-out purposes.

Howard S. Compart, transferred from Division No. 5, is our new Sixteenth Street Garage Carpenter, replacing E. K. Harris.

## DIVISION ONE

By R. C. RUGGLES

General choice was held this past month, effective August 23. There were no schedule changes, the majority of men keeping the same run. Retroactive pay was the topic of the day, so with new runs and everything settled everyone will want to pitch in and do their best. Let us not forget to buy some Bonds with that extra money.

C. E. Hickey spent his vacation in the High Sierras with A. I. Brennan taking care of the transfer job.

Switchman W. R. Houts is on the sick list suffering from rheumatism. We wish him a speedy recovery.

Extra Switchman P. E. Ashley has gone back on the road, having bid in a run on the "S" line.

J. R. Butler received an interesting letter from "Red" Hoyt who is in Key Port, Washington, training to be a petty officer—torpedoman. He tells of meeting D. P. Rounsavell and "Slim" Cox when he was in the "boot" camp. Wanted to be remembered to all the boys.

Former Motorman D. F. Hammill, who has been in the Army since 1939, paid us a visit this past month. He had just returned from Pearl Harbor for a few days leave. Wished to say "hello" to everyone.

The Navy has taken three of our men this month: F. P. Danna, F. E.



*GEORGIE LEE, 2 years and 9 months old daughter of Conductor (Division 1) and Mrs. George R. Tiefel.*

Osborne, and W. D. Smiley. G. W. Hargrove was called to the Army.

We welcome the following new men to our Division: O. Wickeren, A. H. Smith, R. H. Smith, J. V. Roberts, J. M. Stewart, O. J. Hicks, R. T. Witt, C. J. Arns, E. A. Mottaz, M. M. Anschultz, F. M. Lane, C. H. McCarney and L. R. Spicer.

The following men are former employes who have returned to platform duty: C. E. Striffler, W. E. Walker and C. F. Howery.

Due to the shortage of men, the following men are working trippers along with their other work: Supervisors Gilmore and H. W. Ramsey, R. W. White, Schedule Department, G. E. Ramsey, Engineering Department, F. E. Munger, Meter and Mileage Department, C. R. Lacy, J. McKlusky and E. Muse, Mechanical Department.

The following men are still on the sick list: F. A. Geel, H. E. Cubberley, K. K. Knudson, L. Sparks, E. H. Mohler, R. W. Guest and A. J. Lewis.

## OFFICE

By WALTER WHITESIDE

With the call to the men to pull trippers, the response from the building was beyond expectation. A number of the fellows had worked the train service before, so it was just a case of a little brush up and away they go. But some of the boys had never been on the platform so they have to be broken in. Judging from the experiences related by these fellows, the line instructors are having a time of it. All in all, after a few days, the men are like old-timers. Of course one advantage they have is that they know the system, which is a big help.

Some of the fellows are pulling the Lockheed Express in the morning, but we understand they don't think much of the idea to push the schedule ahead an hour.

Mrs. Ella Bodley (Ella Christensen) of the Bureau of Public Service has resigned after 18 years of faithful service. She could probably tell us many experiences in handling complaints, which she was doing at the time of her resignation, and some are very interesting. We wish her success in her venture as just plain housewife, and if friend husband has any complaints, she should be able to give a satisfactory answer.

Miss Campbell, formerly Chief Telephone Operator, is taking Mrs. Bodley's place, with Mrs. Gladys Iiams becoming Chief Telephone Operator.



Miss Alice Fraser (Claim) reports an enjoyable vacation in the High Sierras.

We were sorry to learn that Claire Dudley won't be with us any more.

The price of eggs should drop with the competition of all the egg dealers in the building.

Don't forget to increase your War Bond purchases.

Our old friend, William Wells, former messenger in the building, wishes to thank all his good friends for wishing him a speedy recovery. William's greatest happiness is in remembering his old friends in the Railway, and he is most grateful for their kindness in sending greetings.

### VINEYARD

By F. W. SOMMERS

George K. Stanford is very busy breaking in new operators these days. He says he is breaking in as many as the U. S. Government, only the operators don't stay as long.

Operator Bartell was held up at U.C.L.A. the night of the 14th. Bartell said that was the quickest turn-in he ever made. The robbers took all his money, changer and his \$65.00 watch.

Sis Dunbar and Glen Gilliland are having a contest to see who can miss out the most. Gill is one up at present.

The Supervisors are all back from their vacations, and back on their regular shifts. The boys know, as

they can spot them up in their favorite palm trees along the line.

Kenny Funk is working on a new dimmer for bald-headed men. Kenny says this dimmer will get DeWitt's O.K. or he won't wear it.

Ted Chastain has returned from the Navy. Ted says no pinochle, no sailor.

Ralph Knauff purchased a home out in Rosemead. Ralph is going to be busy now raising chickens and a victory garden when he isn't working trippers.

Don Shannon was in and made us a call from Indio where he is stationed in the Army.

Harold Feller was inducted into the Army Officers' Reserve Corps the 31st. We wish him all kinds of success and know he will make the grade.

To the new Operators we wish them lots of straight runs, no 4:45 a.m., shines and lots of work. Their names are as follows: C. Carnell, O. B. Fotie, Geo. Mayberry, F. Carter, C. J. Derryberry, M. B. Schwartzman, E. J. Young, L. E. Cummings, O. N. Lohmuller, H. S. Cotton, G. C. Kerns, D. B. Croley, B. G. Cottrell and G. Barnett.

Geo. Klink, the San Fernando goat farmer who was Electrician at Virgil, has been transferred to Vineyard to take charge of the Electrical Department in Hubber's place. Hubber got the call to go to Kansas City to work as Electrician for Consolidated.

The Painters have been very busy painting the top decks a mud color—reason was that with the white tops they couldn't tell if the coaches had been to the beach or not.

### DIVISION FIVE

By FRED MASON

It is very pleasing to note that a large number of the boys have come in and signed up for an increase in their payroll deductions for Bonds since the pay increase went into effect. Our list of ten percenters is growing rapidly and when the next chart is published Division Five should be up among the leaders. BUY BONDS TODAY TO PROTECT AGAINST FUTURE DAYS BEING SPENT IN BONDAGE.

Motorman Bill Dugger spent a very nice weeks vacation, despite a bad setback on the first day, when he and his wife started out to visit friends and relatives in San Diego. After getting on the train at the Union Depot, he discovered that his pocket had been picked and his wallet, containing approximately fifty dollars, was gone. However, he had the little woman along with him and she had the necessary funds to see them through.

The two large, beautiful dahlias which adorned Mr. Snyder's desk recently were grown by Conductor R. D. Martin, and if anyone can raise them any better, we would like to see them.

### LARY REVENUE FOR JULY OPERATING RESULTS JULY, 1942, vs. JULY, 1941.

	1942	1941	1942 Increase + Decrease— Over 1941
<b>TOTAL RECEIPTS: (Amount received on cars and coaches for Fares, Car Card Advertising, Etc.)</b> .....	1,354,145	1,108,011	+246,134
<b>Less:</b>			
<b>OPERATING EXPENSES (Amount spent for wages, maintenance, supplies, power, injuries and damages, employes' sickness, accident and life insurance payment and provision for renewal and replacement of property)</b> .....	1,094,603	994,045	+100,558
<b>TAXES (Amount necessary to pay Federal, State and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance)</b> .....	138,304	86,542	+ 51,762
<b>INTEREST CHARGES (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates)</b> .....	68,209	65,344	+ 2,865
<b>Total Expenses</b> .....	1,301,116	1,145,931	+ 155,185
<b>Leaves Net Profit or Loss</b> .....	+ 53,029	— 37,920	+ 90,949



The following men left us during the month of August to do service with the United States Armed Forces: Conductor Wiggo Christiansen, U. S. Army; Motormen G. C. Williams and C. E. Anderson and Conductor Fred Skarda, U. S. Navy.

Motorman George Maxwell is in receipt of a letter from Ex-Conductor W. F. Brim, now Petty Officer, U. S. Navy, stationed at San Diego. He writes that he is being kept pretty busy, but is enjoying the Navy life and has made some very fine friendships. Says he is expecting a six day leave shortly, and is going to pay us a visit. He says "hello" to all the boys and is looking forward to seeing us. His address is Co. 42-387, U. S. N. T. S., San Diego, California, so if you want to drop him the odd line he will enjoy hearing from you.

Motorman Ray Baudisch, of Division Four, wants to know when Switchman Ray Lovelace is going to get some fish. It appears that Ray has been out two Sundays in succession and came back each time without even a mackerel. In fact, all he had to show was his Coast Guard fishing card. From past experience though, we know that if Ray doesn't get any fish, no one else does.



*T/SGT. and Drum Major James D. Manning, stationed at Fort Worden, Washington, who is the son of Conductor (Division 5) and Mrs. R. H. Manning, was married to Miss Ruth L. Seabrook on August 17. Mr. and Mrs. Manning and daughter journeyed to Washington to witness the wedding.*

## DIVISION FOUR

By BOB GRETTEBERG

**BUY A BOND TODAY**—Or did you? We feel that the men of the Los Angeles Railway now have a chance to participate in the Bond drive if they have felt it beyond their means before. Now that each man has had a substantial raise in salary, he can take advantage of the extra money and help our government by investing in War Bonds. The United States needs our money and we should be glad that they only want to borrow it. And, we need the security of belonging to the U. S. The men in the service are giving far more than 10 percent. Why can't we give at least that much?

Clerk W. L. Cooper enlisted in the Army and will be sent to Officer's Training School to prepare for the big job ahead. Cooper has left many friends at the Division and we shall all be glad to hear from him as he progresses under his new program.

We also said goodbye to two men who joined the United States Navy. They are: C. C. Dotts and R. E. Beckett, both of whom left early in August. C. C. Dotts went into the Coast Guard as 2nd. class Petty Officer Motor Machinist Mate, while Beckett enlisted in the regular Navy.

Many of our former trainmen have written in from different posts of the Armed Forces. Just this week we heard from "Lefty" Waggoner, Flight Dispatcher, Mather Field, Sacramento. "Lefty" is getting along very nicely and is quite happy with his new work in the Army. Another old timer, from Division 4 is Ralph S. Shaffer, now a private in the U. S. Army, Battery C, 53rd. Training Battalion, 4th. Platoon, Camp Callan. He would like to have some of the boys write, and has invited us down to camp to see him. He says he's really getting toughened up.

Another army man heard from is Stan C. Gibson. He has kept up with us by reading TWO BELLS and enjoys it a lot. All of our men seem to like the Army and are anxious to get going and have a try at the en-



*HENRY L. FOSS, Hamilton Field, California, former Operator (Division 4).*

emy. Gibson was quite a golfer in civilian life, but states that he has no time for golf now!

Another of our Ex-Operators has sent a letter—from the U. S. Navy this time—R. W. Birchell. He is at the training center at San Diego. If any of the fellows would care to write him, his address is Arm Guard Training Center, Gun Crew 583, San Diego. Birchell says that he likes the life so well that he may plan to stay after we have won the war and make a career out of Navy life . . . So that's where our good men go!

We have a good report to make on witnesses this month. The honor man of the month is L. A. Bagley who has a record of 29 witnesses out of 29 passengers. A man couldn't do much better than that! 100 percent.

## SOUTH PARK

By R. S. WALLACE

Mr. A. L. Smith of Winding Room advises that his son, Charles Milton Smith, Machinist's Mate in Submarine Service, is now in Midway, T. H. Anyone wishing to write him, may address mail to Charles Milton Smith, M M 2/C, Submarine Base, Box Six, Midway, T. H.

Herb Turner, Truck Shop, and wife took a trip on the Hollydale bus



to the end of the line just to see what it looked like out there. They stepped off the bus in the midst of a group of neat and orderly arranged buildings and truck and garden grounds. Perhaps Herb was sizing up a possible future residence and wanted to get the wife's reaction to the idea. Pick out a nice one for me too Herb.

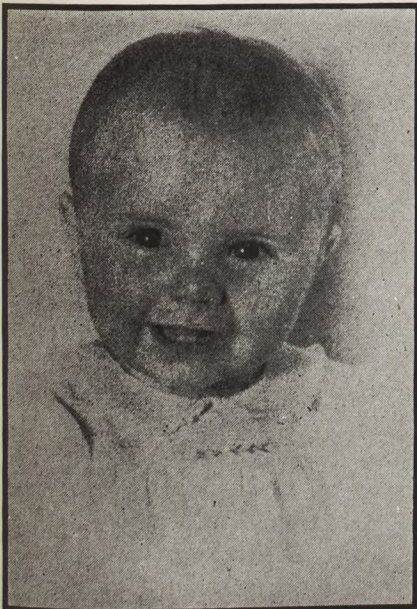
Heavy wagers were laid in the Mill between Alimonti and Smith as to when the back-pay checks would be distributed. Smith won the "two cents."

Congratulations and best wishes to Mr. and Mrs. A. L. Davis, Superintendent of Car Houses. Mr. Davis sojourned to Phoenix, August 15, and there took unto himself a wife.

Mr. Robert White, South Park Store, and Miss Marian Osbeck, were joined in the holy bonds at 8 p.m., Sunday, August 2, at the Church of Our Savior, Alhambra.

Luther Griffiths, more commonly known as "Griff," passed away September 1 after a major operation. Griff will be missed by his many fellow workers and friends around the Shops. Our sincere sympathy is extended to Mrs. Griffiths.

Our sincere condolences to the fol-



THIS LITTLE "BUNDLE from heaven" is 10-months-old Alice Pauline, daughter of Coach Unit Repairer Paul Peter Wutherich (South Park Shops).

lowing: Mr. J. J. Hopp, Mill, whose mother passed away August 13; the wife and family of Charles M. Rizuto, Foreman, Paint Shop, who passed away August 12; Mark A. Langlois, Carpenter Shop, whose wife passed away August 10.

Mrs. Peggy Shollin, wife of Ray Shollin, Pattern Maker, was involved in an auto accident near Taft, California, August 12. We are glad to learn that though she was rather badly hurt, nothing serious resulted.

## VIRGIL

By C. P. HUNT

The change of personnel at Virgil is something to try and keep up with—what with men leaving for service with "Uncle Sam" and changing of occupations.

A number of men, however, have returned. The latest one noticed is T. E. Chastain. He is back on the line, and we are glad to see him.

"Herb" Hargrave, Operator, had delivered to someone at Virgil one box of iced trout he had caught around Bishop, California. Who the lucky one was that received them is not known, but many admired them.

George Troutwine, of the "G. O.," reports he had excellent returns from fishing during a part of his vacation. The rest of his vacation he spent working with his dahlias.

Al Tiernan, Dispatcher, has returned from his vacation in Texas. He, too, raises dahlias. Maybe they are better.

G. B. Dossey, Dispatcher, is the one who has "shown" what dahlias should look like. Maybe we can build up a little competition?

Meryl Tudor, Safety Engineer, who was seen recently "herding" a "30 hundred" on Sunset, and who carries a very large assortment of passes and identification cards, discovered he was one short. He didn't have one that would permit him to go out on a fishing barge the last time he went to fish.

G. P. Dickerman, Chief Supervisor, with his many other hobbies, has a new chain letter. He says that if the "chain" is not broken by any



OPERATOR Arthur Boulton's (Virgil) daughter was married August 8, 1942, to V. J. Sitker of the Southern Pacific.

one party, it will put all the sultans, the world over, to shame.

Leonard Srack and "Duke" Renstrom, both of the "G. O." have returned from their vacations. They, too, just "puttered" around the house.

Miller, Chief Instructor, says he did more than just "putter," he painted his home part of the time, and the rest he spent keeping cool in his brother's air-conditioned home in Bakersfield.

Several cards and letters have been received by men at Virgil and the messages have been posted so that all could enjoy. The last two cards were from Donald C. Johnson and Harry Douglas. An interesting letter from L. H. Speer was posted telling chiefly of the strict curfew laws in the Islands. We appreciate having the receivers of cards and letters share them with us.

Lieut. Holden, with Uncle Sam, we learn, has a new title—"Morale-Buster" they call him in Hawaii. He recently was host to fellow officers



and friends in Hawaii. The party was so "hot" that the fire department was on hand to keep the quarters from burning to the ground.

In closing our column, we wish the following new men the best of luck and happiness. They are: C. J. Derryberry, M. B. Schwartzman, E. J. Young, L. E. Cummings, O. N. Lohmuller, H. A. Gayler, J. R. Allen, J. F. Harris, H. F. Cordray, A. H. Willets, L. H. Thacker, H. Colton, G. C. Kearns, D. B. Corley, B. G. Cottrell and G. Barrett.

## MECHANICAL DIVISIONS

By A. L. DAVIS

### Car House No. 1

R. L. Hayes, Painter, has just returned from a weeks vacation tour up around Berkeley.

Our War Bond salesman, R. O. Martin, is very much on the job these days trying to top the 10 percent mark for this division.

Alex Reid left Saturday evening, August 29, to spend a week around Bisbee, Arizona, visiting relatives.

This man Braaten needs a sack or two of cement in his Model V-8 Ford, alias Model B, to help keep it on the ground.

Fred Tompson says pier fishing is the bunk—all you catch is baby fish and colds.

A letter was received from Ernest Busby, telling the boys "hello". He says the Army is fine, but it's a tough job keeping a rifle clean.

### Department No. 2

Lieut. R. W. Turner is reported to be enjoying Army life in Florida. Exact address is unknown.

### Car House No. 3

All quiet around Car House 3. Boys are working to reach the 10 percent club throughout.

### Car House No. 4

Clyde (Mickey) Holland hereafter will pay his traffic ticket on time. He had to appear before the judge and was forcibly detained until someone could "fish" him out of the town "clink".

C. C. Parker spent his weeks vacation just resting. J. W. Johnson

and Cecil Rumbaugh are breaking in as motormen during the emergency.

Several of the boys at this car house are wearing 10 percent buttons for Defense Bond deduction.

### Car House No. 5

Clerk Fulton and family spent a week-end at Crestline Park, having a fine time.

Tom Lambert used his vacation period fishing and resting at Big Bear Lake.

A. Compart transferred from Car House 5 to the Garage.

J. Sottile transferred from Car House 5 to the Line Department.

E. Hess enjoyed his vacation on short trips, and painting a bedroom.

Assistant Foreman A. L. Graham just took it easy on his vacation.

N. Land is on the sick list, but we

hope to see him back soon.

Andy Duncan is in the market for a telephone, but the odds are against him at this time.

H. Hunt is planning a trip to Bakersfield to visit his son.

**Editor's Note:** We understand there was, if not, there should have been, some passing of cigars on the part of Superintendent of Car Houses A. L. Davis, for, on August 15 Mr. Davis and Miss Eleanor Madison were married in Phoenix, Arizona. They extend thanks to their Los Angeles Railway friends for the lovely wedding gifts.

Our congratulations and best wishes are offered to the newly-weds.



"Jeez, Hoiman! Did we blow dat safe!"





*OPERATOR (16th Street) Bobby Coulter at the tender age of 1 year. This picture was taken the day he won the Blue Ribbon in the Better Babies Contest at the County Fair in East Grand Forks, Minnesota, July 4, 1914.*

## 16TH STREET COACH

By R. O. BENNETT

Well, here I am back from a vacation spent with Mrs. Bennett at Big Bear. If rest is what you're after, stay away from Big Bear. The only available place we could find to stay was the hotel right in the center of town, which was about as quiet as Grand Central Station in New York. The first night we arrived, one hundred and seventy-three soldiers also arrived on a 24-hour leave, and perched under our window and howled until the wee hours of the morning.

Boys, you might speak to Leo Schaeffer and ask him for your share of a cigar. I hear he's handing them out in honor of the new addition to his family.

Fellows, if you want any information on the ship yards ask Mr. Gere or write Mr. Pennington in Vallejo, California. We are glad to have L. M. Austin back with us after his short stay with the Southern Pacific.

One of the extra operators related a funny one to me. He informed a passenger who boarded his bus on Figueroa, with a seven-cent transfer, that it was no good on that coach. The fellow wanted to know why. The driver told him it was necessary to have a ten cent ticket, to which the passenger replied that he was only

going a few blocks and it seemed that he should be able to ride on the transfer. When the driver asked him where he came from, meaning from where he had started, the passenger said that he was from Texas, to which the driver said, "Mister, if you came all the way from Texas on that seven-cent transfer, you can certainly ride this bus with it."

Aside to the Wrecking Crew!! Stand by for an emergency call in case Charlie Slater and Paul Rowley work the same shift in the Office and turn around simultaneously.

Here's hoping that by the time this column goes to press, Supervisor Tommy Tucker will be home and well on the road to recovery.

Fellows, if you don't believe our mailman Henry Pree packs a mean wallop, just ask "Nip" Whitman.

*Don't forget the War Bond drive.  
Bonds for us.....Bombs for Them.  
Let's knock the sap out of the Jap.*

## MY SENTIMENTS

By T. E. STUCKEY

*It's, so long gang, I'm leaving  
To go and fight Japan,  
I'm going to do my very best  
To prove a worthy man.*

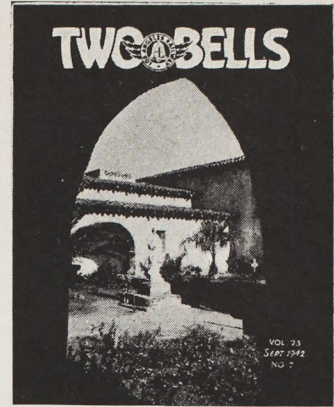
*I'm going after the "s'cuse please"  
boys,  
And unbutton their cat fish  
eyes,*

*Stretch their scalp, all over the  
map  
Why should I do otherwise?*

*I've enjoyed knowing all of you  
That work on Sixteenth Street,  
And I'll be waiting for the time  
When we, again will meet.*

*Just don't forget your old friend,  
Stuckey  
With his noisy sort of mouth,  
If this be true, I promise you  
A squint eyed punctured Jap.*

*To all the guys who do not go  
Just do the best you can,  
Take care of L. A. Railway  
And we'll take care of Japan.*



In recognition of California's admission to the Union on September 9, 1850, TWO BELLS chooses for its cover the San Diego Mission, founded on July 16, 1769, as a symbol of the State's first settlement.

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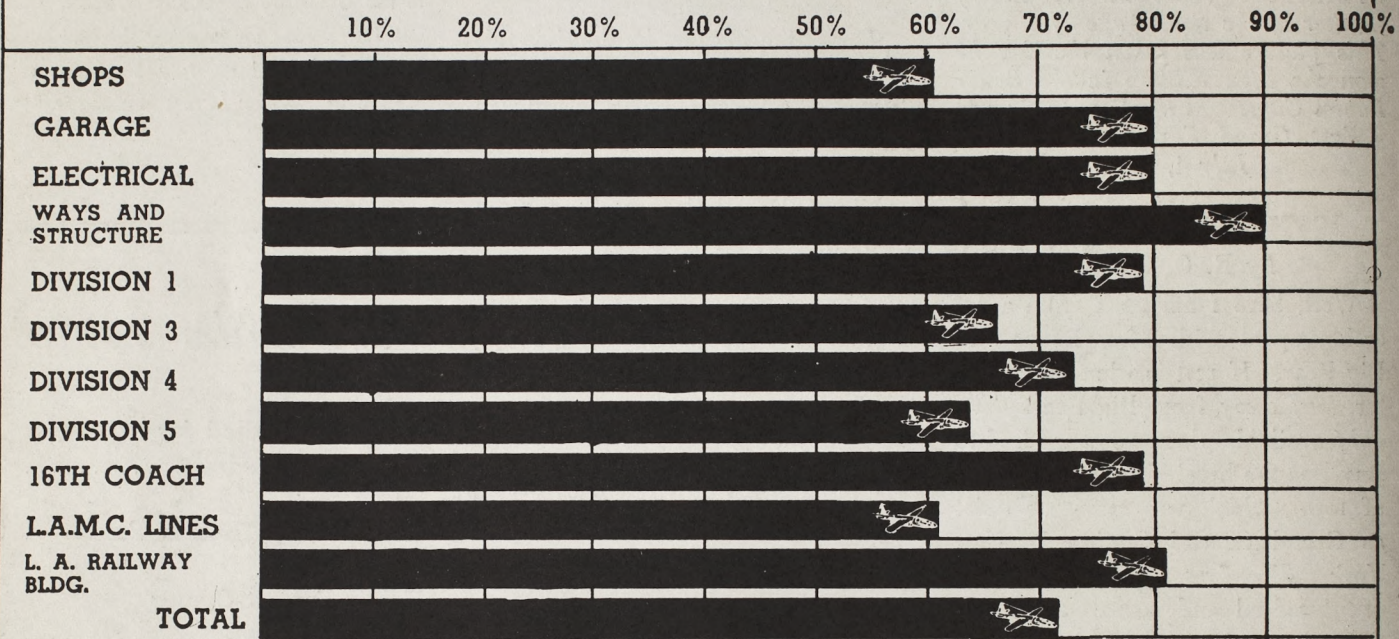




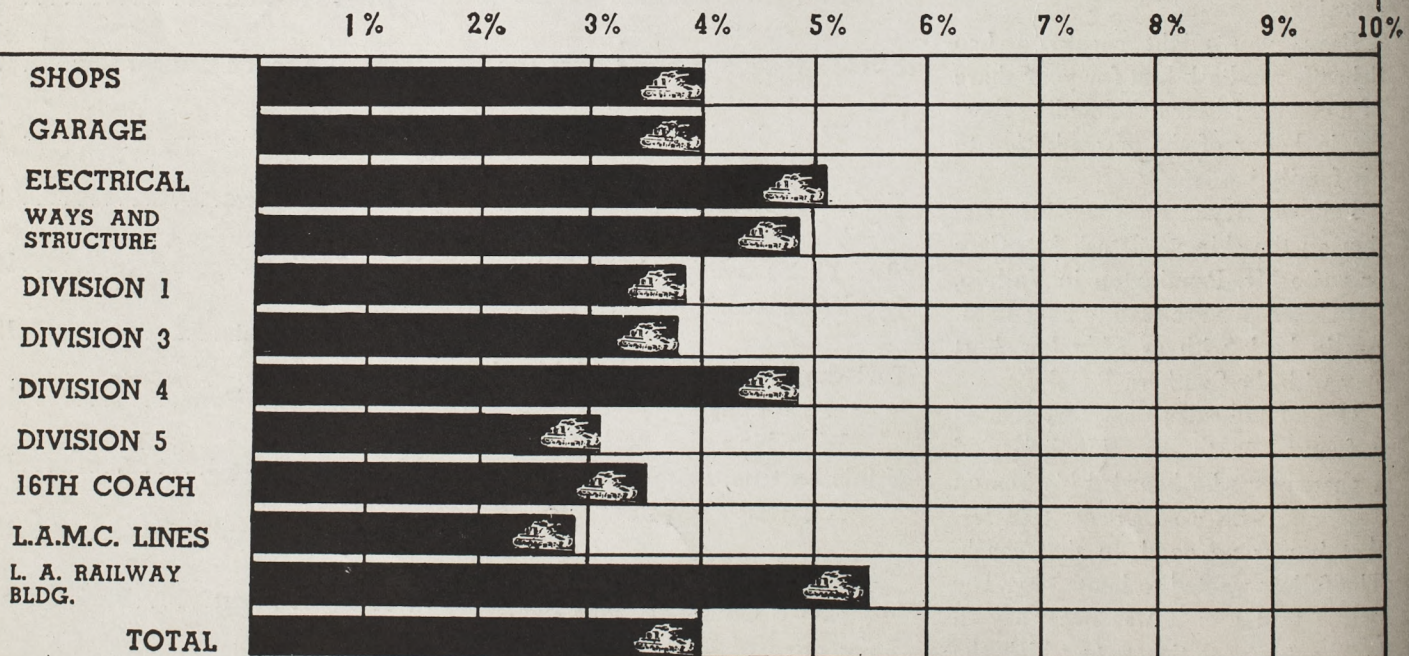
# Your Bonds

## KEEP 'EM FLYING KEEP 'EM ROLLING!

### PERCENT OF EMPLOYEES PURCHASING WAR BONDS



### PERCENTAGE OF PAYROLL GOING INTO WAR BONDS



*If liberty is worth fighting for it's worth paying for—Buy War Bonds.*